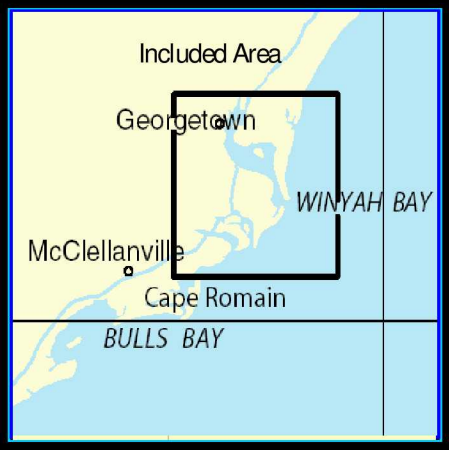
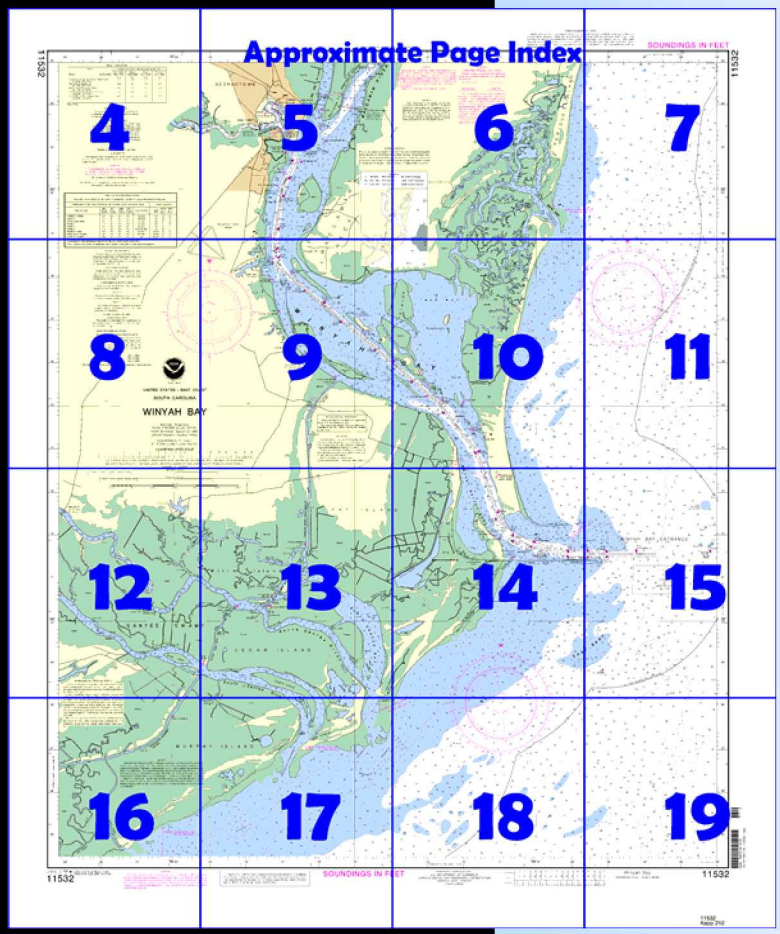
BookletChart™

Winyah Bay

(NOAA Chart 11532)





A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

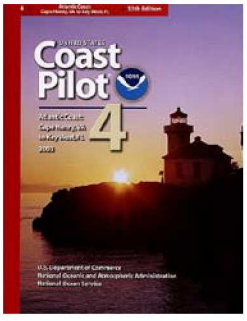
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 6 excerpts]

(25) **North Inlet** connects with Winyah Bay by **Town Creek** and **Jones Creek.** Some local fishermen use the inlet, but strangers should not. The depth over the bar was 3 feet. The inlet and the creeks are unmarked. There is little water on the Winyah Bay side, and navigation is restricted to shallow-draft craft. Jones Creek was found to bare in places, and oyster bars were reported.

(26) **Winyah Bay** is navigable for vessels drawing up to 25 feet. It is entered between **North Island** and **South Island.** The entrance is protected by jetties. The entrance is not safe for small craft except in favorable weather. Heavy tide rips prevail near the ends of the jetties, and heavy seas run in moderate weather. The south jetty is visible only at low water.

(27) **Georgetown** has schools, banks, motels, markets, restaurants, a hospital, and many landmarks of historical interest.

(28) Georgetown Light (33°13'24"N., 77°11'06"W.), 85 feet above the water, is shown from a white cylindrical tower on the north side of Winyah Bay entrance. Four 400-foot stacks 4 miles southwestward of Georgetown have prominent strobe lights at the tops.

(30) Federal project depth is 28 feet from the sea to South Island Bend; thence 29 feet to Range C; thence 28 feet to Range D; thence 27 feet to the turning basin off the three deepwater terminals on Sampit River. The channel is marked by lighted ranges, buoys, and other aids.

(31) An unmarked side channel leads from the main river channel along the easterly and northerly sides of the horseshoe-shaped bypassed portion of Sampit River to the north end of another turning basin on the west side of the horseshoe. Mariners are advised to exercise caution to avoid submerged pilings along the east side of the channel. The turning basin, marked by lights and buoys, can also be entered from the main river channel. The depth was 10 feet in the side channel, with 15 feet in the turning basin.

(33) The principal dangers in the approach to Winyah Bay are: **East Bank,** covered 6 feet and marked by a buoy, 2 miles south of the end of the south jetty; an unmarked shoal, with a least depth of 14 feet, 4 miles south of East Bank; **Hector Wreck,** cleared to 9 feet and marked by a lighted bell buoy, about 12 miles south of the sea buoy (Winyah Bay Lighted Whistle Buoy WB); a wreck, with 19 feet over it and marked by a lighted bell buoy, 13 miles southeast of the sea buoy; a fish haven marked by private buoys about 5 miles northeast of the sea buoy; and an obstruction, reported covered 20 feet, 300 yards north of the sea buoy. Some vessels, mistaking Winyah Bay Range B Lights for Range A Lights, have approached the entrance too closely at night and only with difficulty have cleared the outer end of the south jetty.

(34) At high water the north jetty at the entrance to Winyah Bay is partially submerged and only the three rock mounds along the south jetty are visible. At low water, parts of the south jetty remain submerged. Extreme caution is advised.

(36) The tidal currents velocity is greatest between the jetties where the average is between 2 and 3 knots. The set is diagonally across the south jetty. During freshets in the rivers, also with westerly winds, the velocity of the ebb current between the jetties is very strong at times and the channel buoys between the jetties are nearly towed under. When approaching the turning basin from Sampit Point Channel, the flood current sets towards Ports Authority Terminal Pier 31 with considerable velocity and the ebb current sets towards the small island northeast of State Pier 31.

(69) **Kingston Lake**. The Mid Atlantic Railroad Bridge with a clearance of 3 feet crosses Kingston Lake north of its junction with Waccamaw River.

(70) **Great Pee Dee River**. A marina at **Georgetown Landing** on the west side of the River below the Route 17 bridge, provides berths, electricity, gas, diesel, water, ice, and marine supplies. The depth was 16 feet. Route 17 bridge has a clearance of 20 feet. 300 yards north of this bridge the Route 17 highway bridge has been removed; the fixed portions on either side of the channel remain as fishing piers. The channel between the piers is marked by lights.

(71) The Seaboard System Railroad bridge near **Poston,** 62 miles above the mouth, is the head of commercial navigation. The river is unmarked.

(72) **Black River** is navigable for a distance of 44 miles. The river is unmarked. The bridges over Black River have minimum clearances of 1 foot. **Mingo Creek** flows into Black River 22 miles above the mouth. When last ascertained, the depth in this creek was 8 feet.

Table of Selected Chart Notes

Corrected through NM Jul. 08/06
Corrected through LNM Jun. 27/06

HEIGHTS

Heights in feet above Mean High Water.

indicated on this chart at 10,000 foot intervals thus: –|–

The last three digits are omitted.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID

(based on NAD 1927)

The South Carolina State Grid, south zone, is

supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important

SEVERE SHOALING. BUOYS MARK THE DEEPER WATER.

OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE

POLLUTION REPORTS

Report all spills of oil and hazardous sub-

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

stances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.601" northward and 0.817" eastward to agree with this chart.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

ge PA

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.

Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: – – – –

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

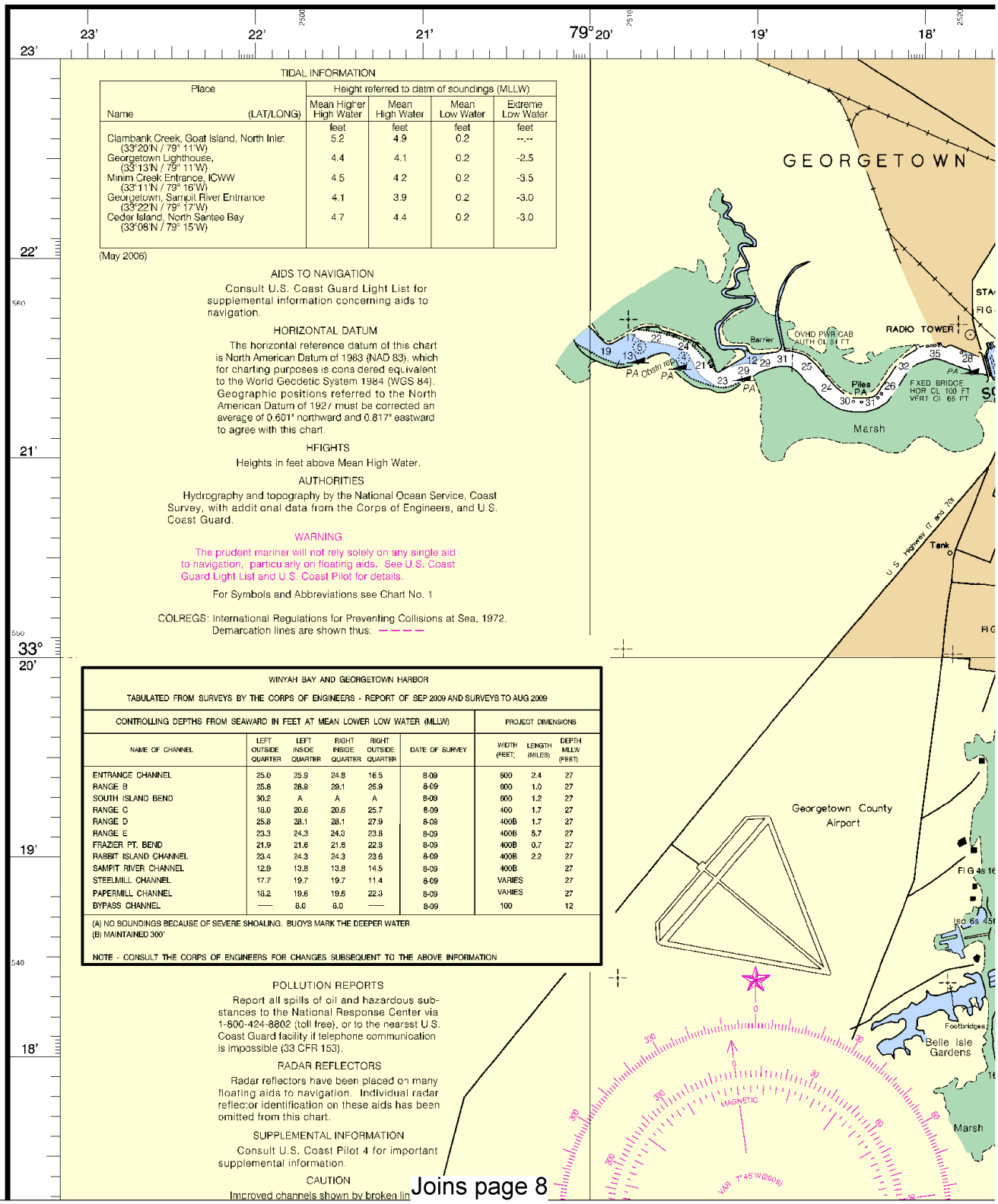
TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datm of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Clambank Creek, Goat Island, North Inlet (33°20'N / 79° 11'W)	5.2	4.9	0.2	--.--
Georgetown Lighthouse, (33°13'N / 79° 11'W)	4.4	4.1	0.2	-2.5
Minim Creek Entrance, ICWW (33°11'N / 79° 16'W)	4.5	4.2	0.2	-3.5
Georgetown, Sampit River Entrrance (33°22'N / 79° 17'W)	4.1	3.9	0.2	-3.0
Ceder Island, North Santee Bay (33°08'N / 79° 15'W)	4.7	4.4	0.2	-3.0

(May 2006)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.



TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datm of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Clambank Creek, Goat Island, North Inlet (33°20'N / 79° 11'W)	5.2	4.9	0.2	--.--
Georgetown Lighthouse, (33°13'N / 79° 11'W)	4.4	4.1	0.2	-2.5
Minim Creek Entrance, ICWW (33°11'N / 79° 16'W)	4.5	4.2	0.2	-3.5
Georgetown, Sampit River Entrance (33°22'N / 79° 17'W)	4.1	3.9	0.2	-3.0
Cedar Island, North Santee Bay (33°08'N / 79° 15'W)	4.7	4.4	0.2	-3.0

(May 2006)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is cons dered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 192 / must be corrected an average of 0.601" northward and 0.817" eastward to agree with this chart.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with addit onal data from the Corps of Engineers, and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particu arly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — —

WINYAH BAY AND GEORGETOWN HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 2009 AND SURVEYS TO AUG 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
ENTRANCE CHANNEL	25.0	25.9	24.8	16.5	8-09	600	2.4	27
RANGE B	25.8	28.9	29.1	25.9	8-09	600	1.0	27
SOUTH ISLAND BEND	30.2	A	A	A	8-09	600	1.2	27
RANGE C	18.0	20.6	20.6	25.7	8-09	400	1.7	27
RANGE D	25.8	28.1	28.1	27.9	8-09	400B	1.7	27
RANGE E	23.3	24.3	24.3	23.8	8-09	400B	5.7	27
FRAZIER PT. BEND	21.9	21.6	21.6	22.8	8-09	400B	0.7	27
RABBIT ISLAND CHANNEL	23.4	24.3	24.3	23.6	8-09	400B	2.2	27
SAMPIT RIVER CHANNEL	12.9	13.8	13.8	14.5	8-09	400B		27
STEELMILL CHANNEL	17.7	19.7	19.7	11.4	8-09	VARIES		27
PAPERMILL CHANNEL	18.2	19.6	19.6	22.3	8-09	VARIES		27
BYPASS CHANNEL	—	8.0	8.0	—	8-09	100		12

(A) NO SOUNDINGS BECAUSE OF SEVERE SHOALING. BUOYS MARK THE DEEPER WATER.
(B) MAINTAINED 300'

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Improved channels shown by broken lin

Joins page 8

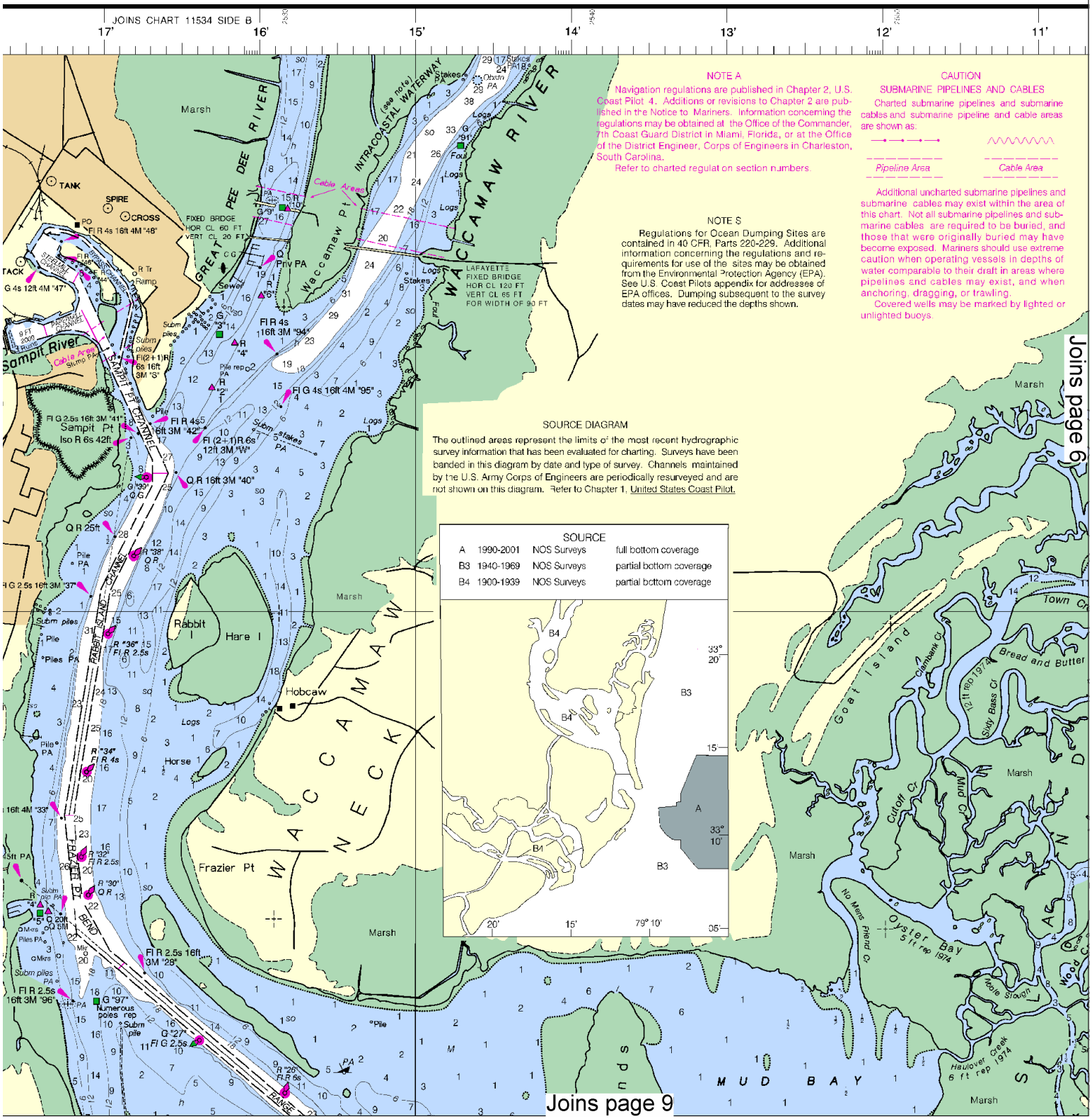
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 787, 1st Ed., Oct. 1936 C-1936-480 KAPP 212

JOINS CHART 11534 SIDE B

17' 16' 15' 14' 13' 12' 11'

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.

Refer to charted regulat on section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

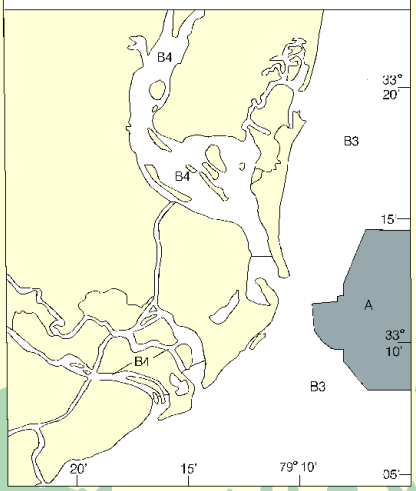
NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2001	NOS Surveys	full bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Joins page 5

Joins page 10

North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

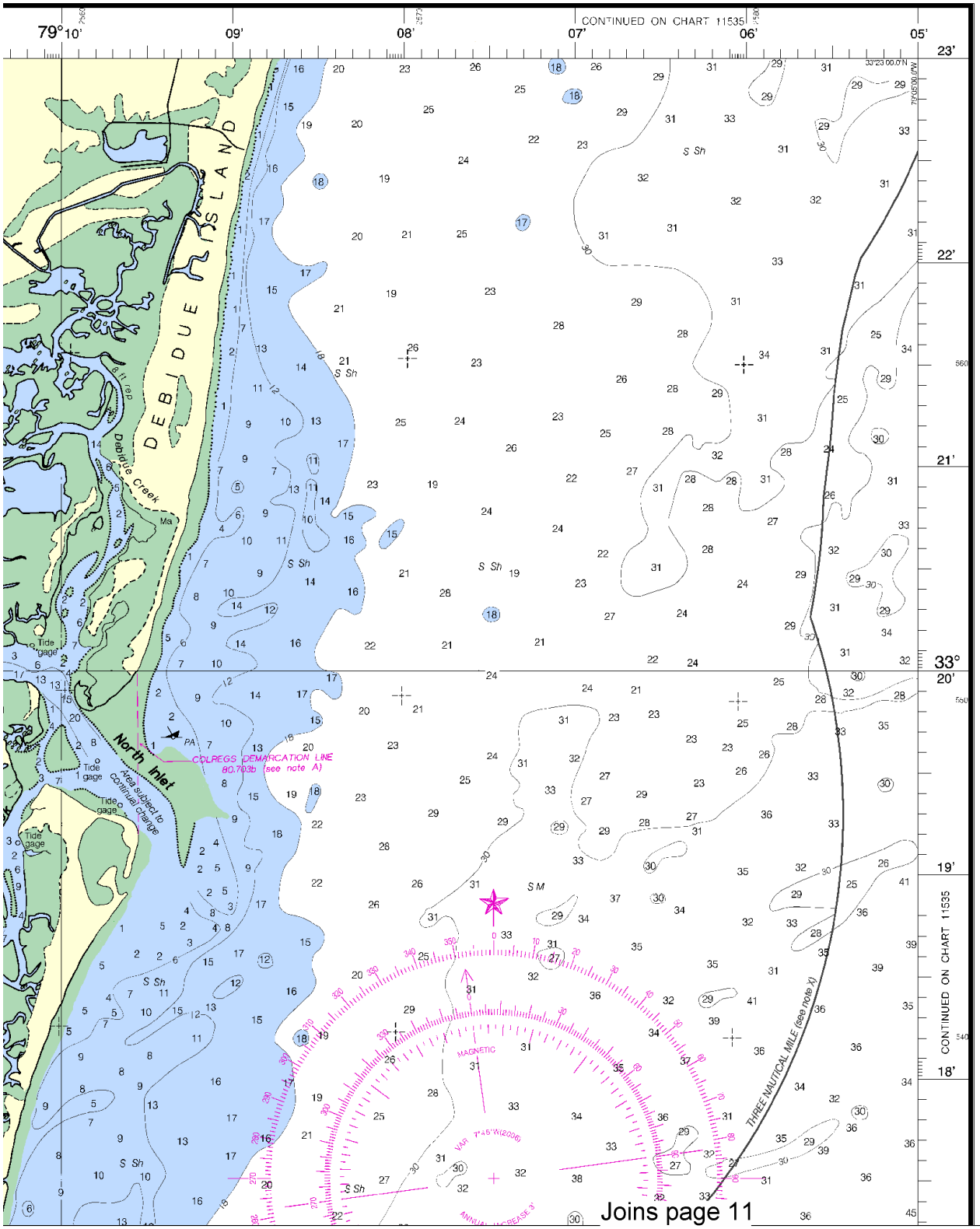
See Note on page 5.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

11532



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

Joins page 4

ENTRANCE CHANNEL	25				8-09	600	2.4	27
RANGE B	25				8-09	600	1.0	27
SOUTH ISLAND BEND	30.2	A	A	A	8-09	600	1.2	27
RANGE C	18.0	20.6	20.6	25.7	8-09	400	1.7	27
RANGE D	25.8	28.1	28.1	27.9	8-09	400B	1.7	27
RANGE E	23.3	24.3	24.3	23.8	8-09	400B	5.7	27
FRAZIER PT. BEND	21.9	21.6	21.6	22.8	8-09	400B	0.7	27
RABBIT ISLAND CHANNEL	23.4	24.3	24.3	23.6	8-09	400B	2.2	27
SAMPIT RIVER CHANNEL	12.9	13.8	13.8	14.5	8-09	400B		27
STEELMILL CHANNEL	17.7	19.7	19.7	11.4	8-09	VARIES		27
PAPERMILL CHANNEL	18.2	19.6	19.6	22.3	8-09	VARIES		27
BYPASS CHANNEL	—	8.0	8.0	—	8-09	100		12

(A) NO SOUNDINGS BECAUSE OF SEVERE SHOALING. BUOYS MARK THE DEEPER WATER.
(B) MAINTAINED 300'

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

PLANE COORDINATE GRID

(based on NAD 1927)

The South Carolina State Grid, south zone, is indicated on this chart at 10,000 foot intervals thus: -+-

The last three digits are omitted.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, SC	KHB-29	162.55 MHz
Myrtle Beach, SC	KEC-95	162.40 MHz
Georgetown, SC	WNG-628	162.50 MHz

Additional information can be obtained at nauticalcharts.noaa.gov

Georgetown County Airport

Belle Isle Gardens

Marsh

Footbridges

Fl G 4s 16

Iso 6s 45

MAGNETIC

VAR. 7° 45' W (2003)

ANNUAL INCREASE 3'

NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - EAST COAST

SOUTH CAROLINA

WINYAH BAY

Mercator Projection
Scale 1:40,000 at Lat. 33°14'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Statute Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

FIXED BRIDGES
HOR CL 100 FT
VERT CL 29 FT
Wk (100 rep)

19' 18' 17' 16' 15' 14' 13'

540 530 520 510

Joins page 12

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

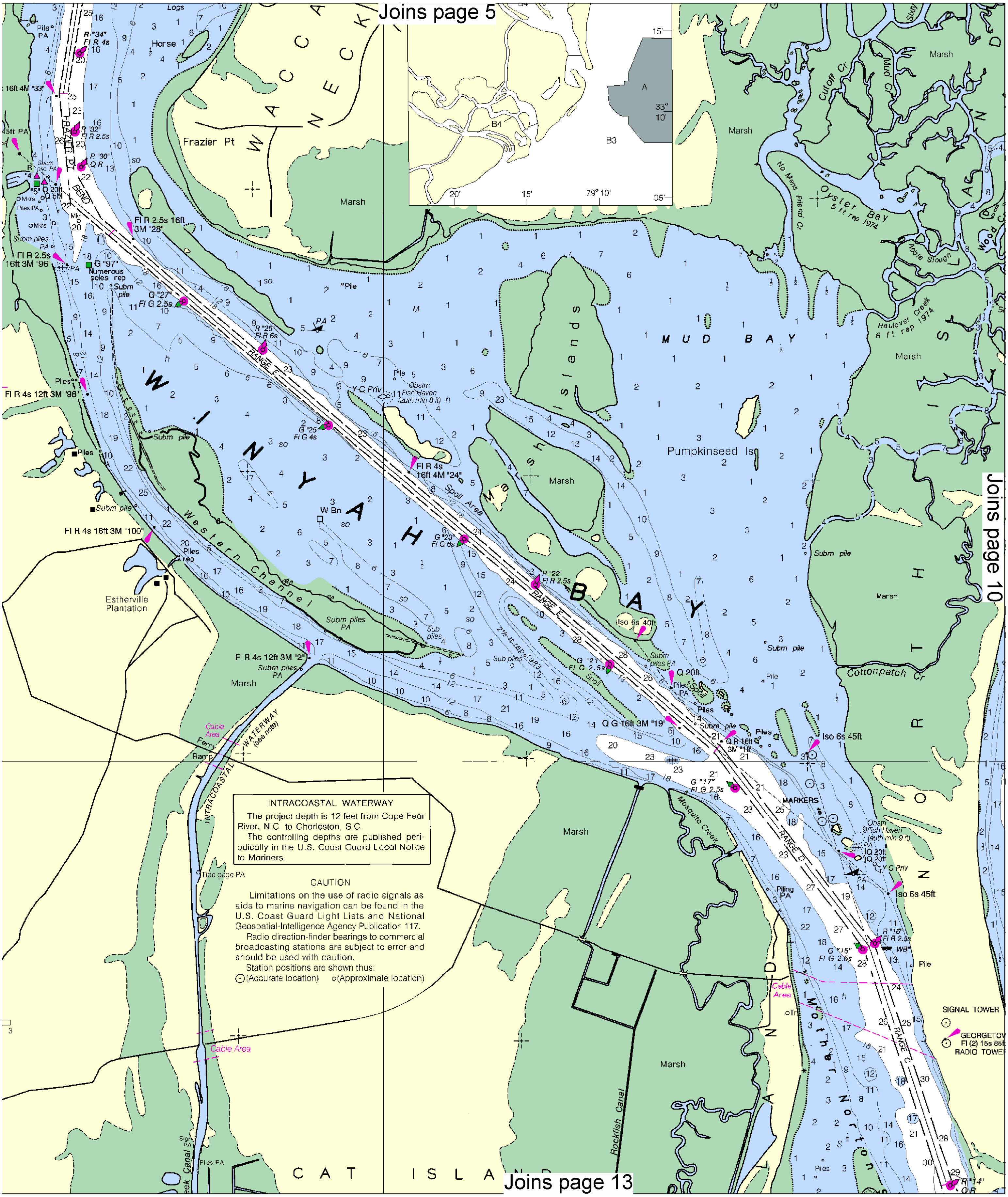
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

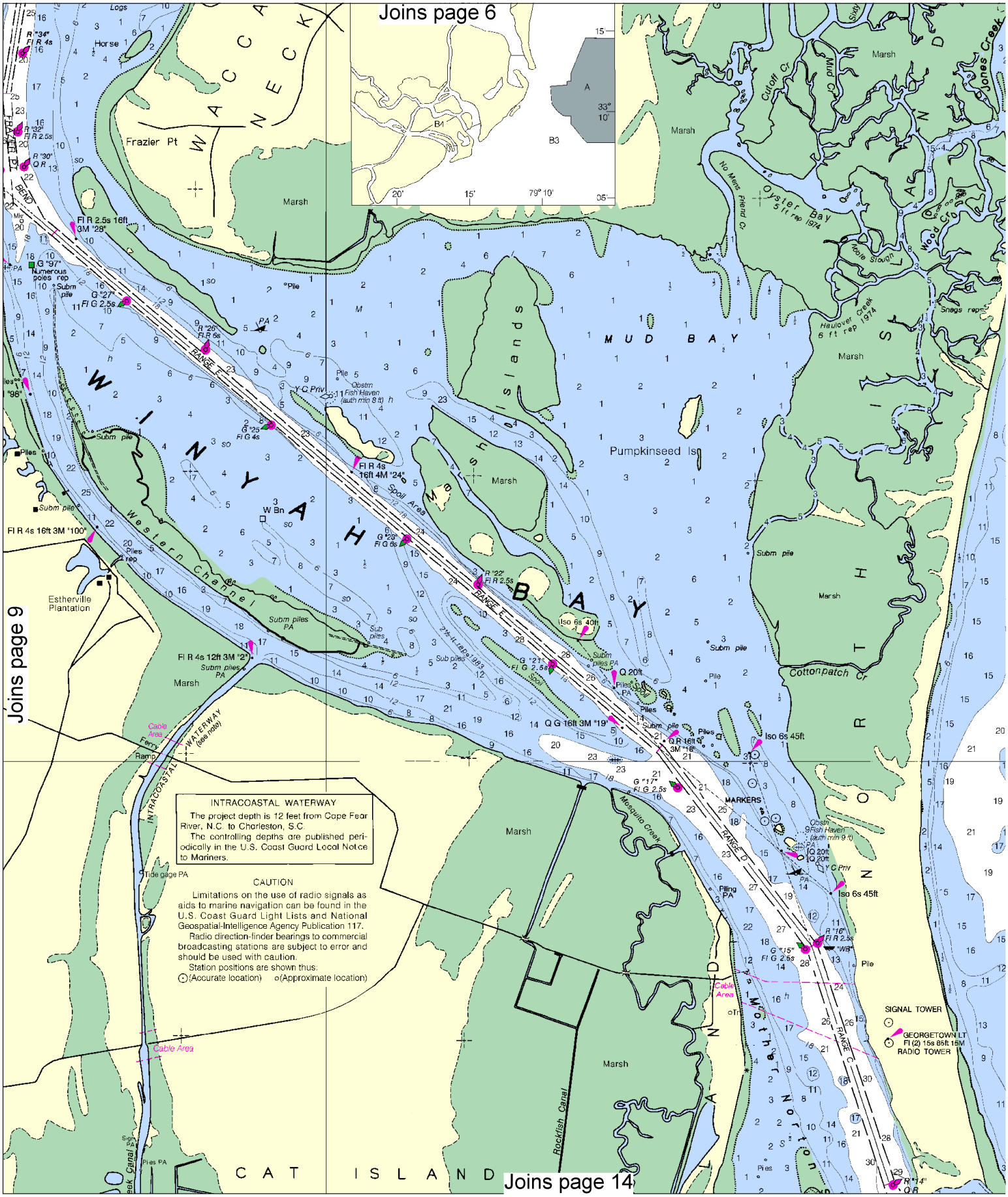
North

Joins page 5



Joins page 10

Joins page 13

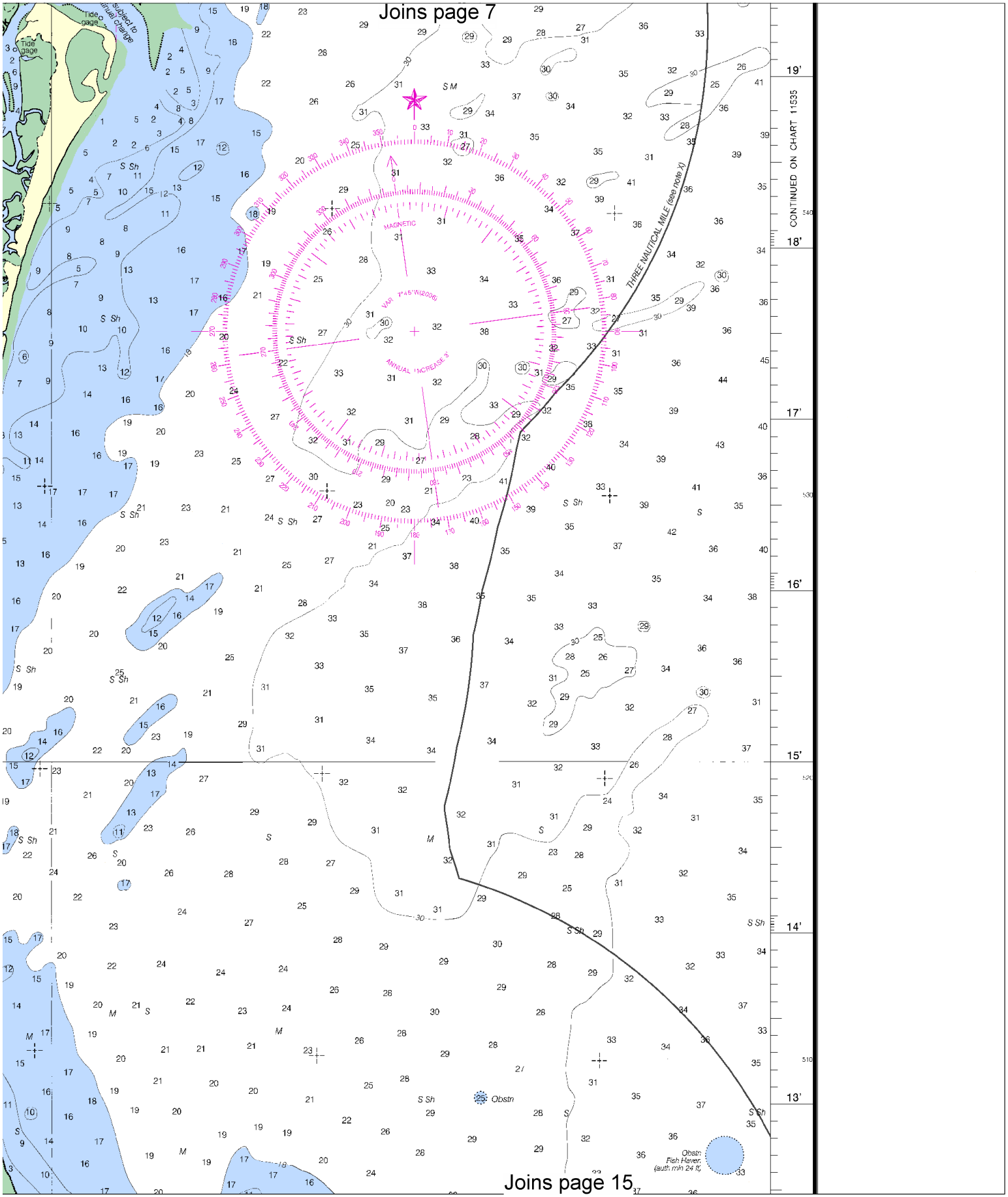


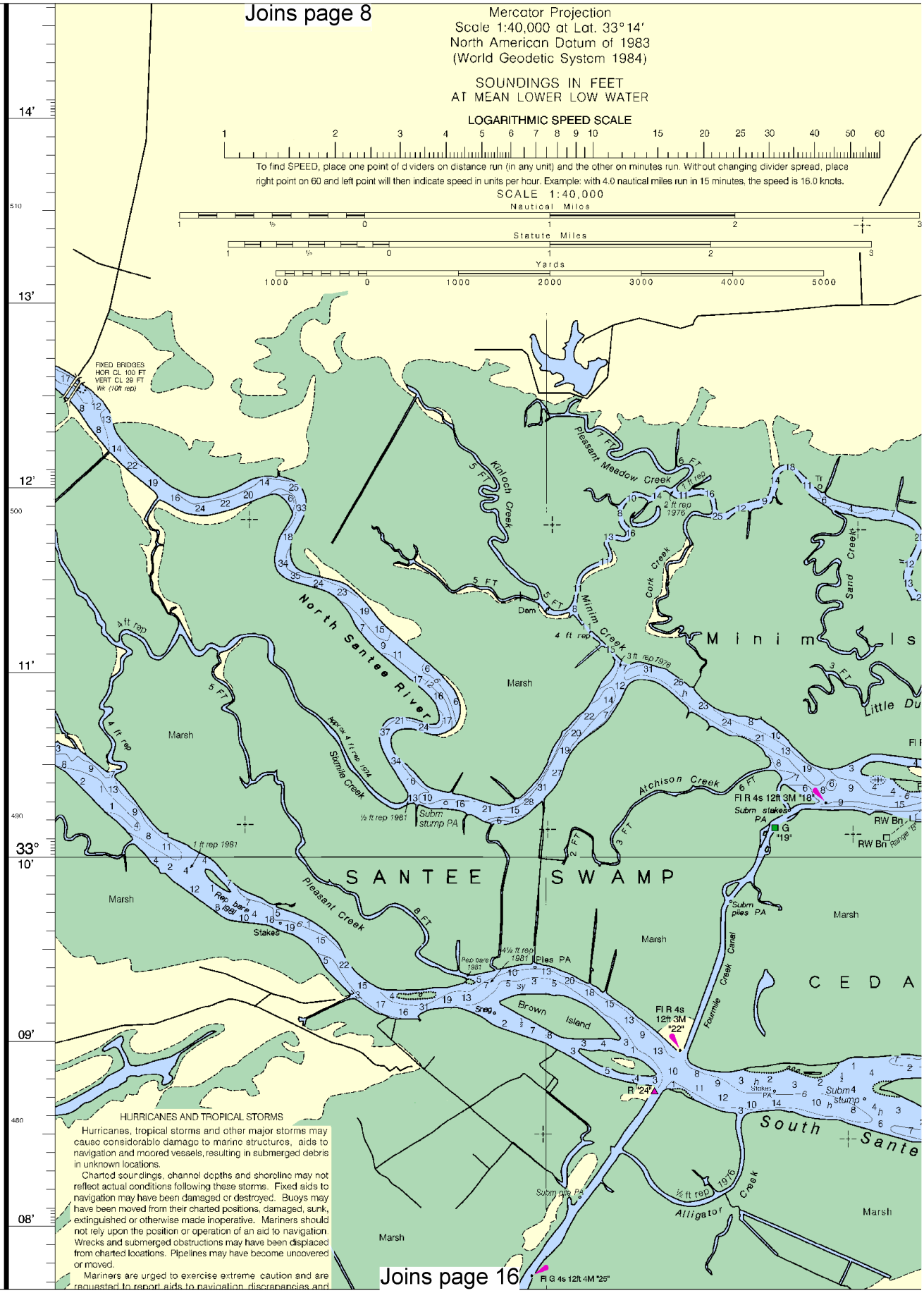
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 7
Tide gage
Tide gage
subject to annual change
S Sh
MAGNETIC
VAR. 7°45'W(2016)
ANNUAL INCREASE 3'
THREE NAUTICAL MILE (see note Y)
CONTINUED ON CHART 11535
19'
18'
17'
16'
15'
14'
13'
S M
S Sh
Obstn
Obstn
Fish Haven
(auth. min 24 ft)
Joins page 15

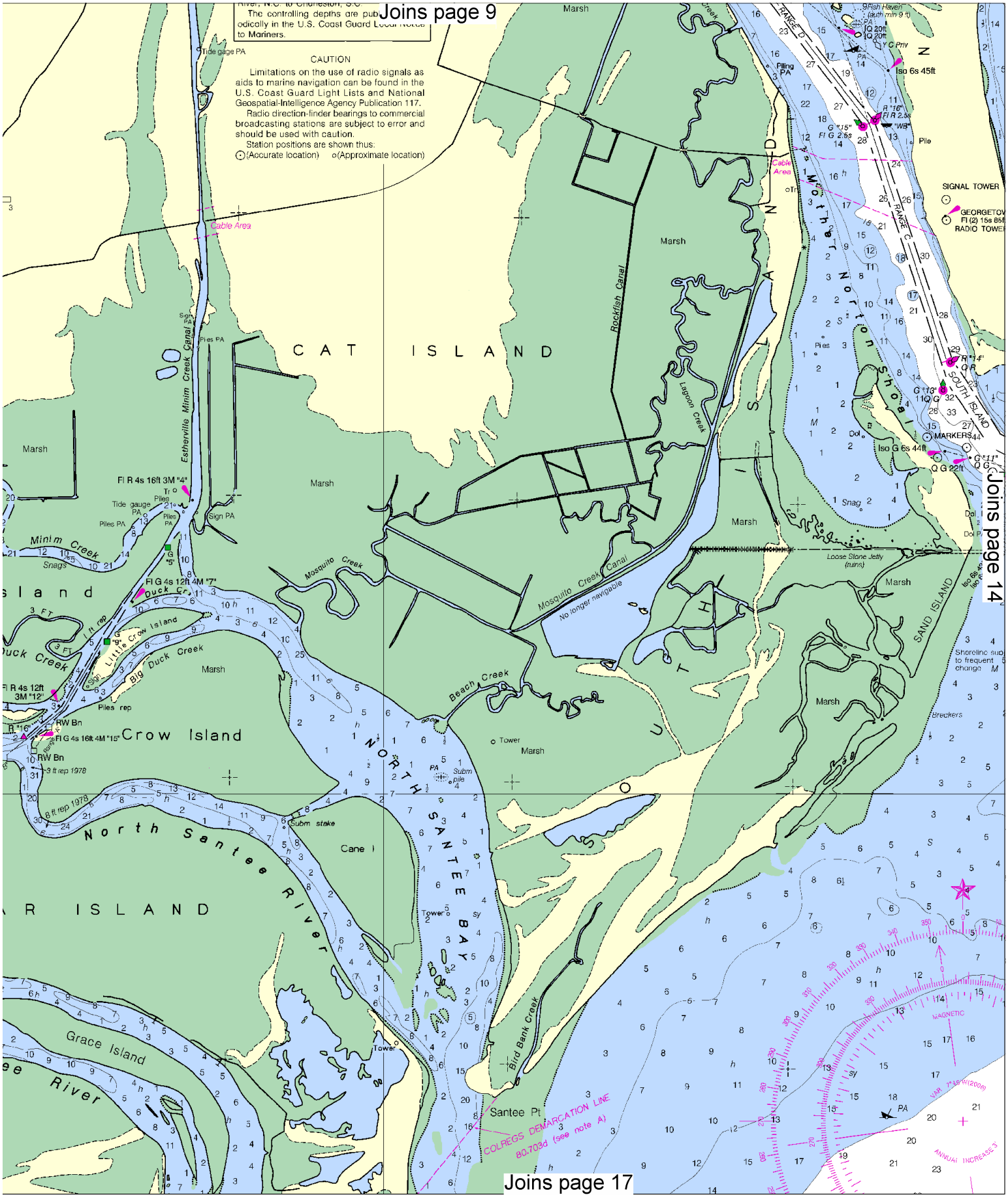


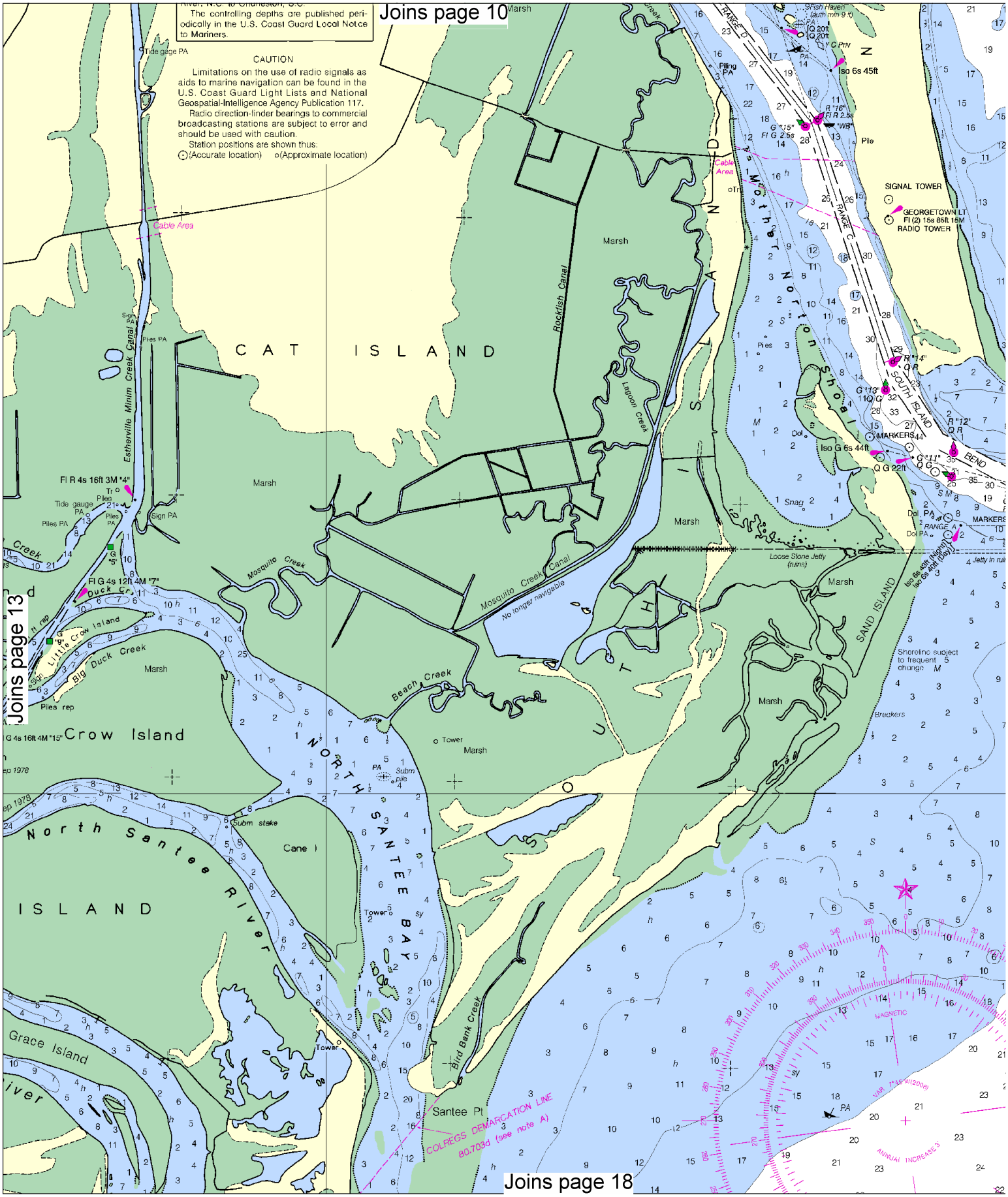
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

Yards


Joins page 9
The controlling depths are published in the U.S. Coast Guard Local Notice to Mariners.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
Tide gage PA
Cable Area
CAT ISLAND
Rockfish Canal
Lagoon Creek
Esthervile Minim Creek Canal
Minim Creek
Mosquito Creek
Mosquito Creek Canal
No longer navigable
Loose Stone Jetty (ruins)
Little Crow Island
Big Duck Creek
Beach Creek
Crow Island
North Santee River
SOUTH SANTEE BAY
Bird Bank Creek
Cane I
Grace Island
Santee Pt
COLREGS DEMARCATION LINE
80.703d (see note A)
SAND ISLAND
North Island
North Island Shoal
SOUTH ISLAND
SIGNAL TOWER
GEORGETOWN
RADIO TOWER
RANGE C
RANGE D
Fish Haven (auth min 9 ft)
Iso 6s 45ft
Iso G 6s 44ft
Q G 22ft
MARKERS
Fl R 4s 16ft 3M "4"
Fl G 4s 12ft 4M "7"
Fl R 4s 12ft 3M "12"
Fl G 4s 16ft 4M "15"
RW Bn
Marsh
Tower
Piles
Snags
Subm stake
Subm pile
Breckers
Shoreline subject to frequent change
Joins page 14
Joins page 17

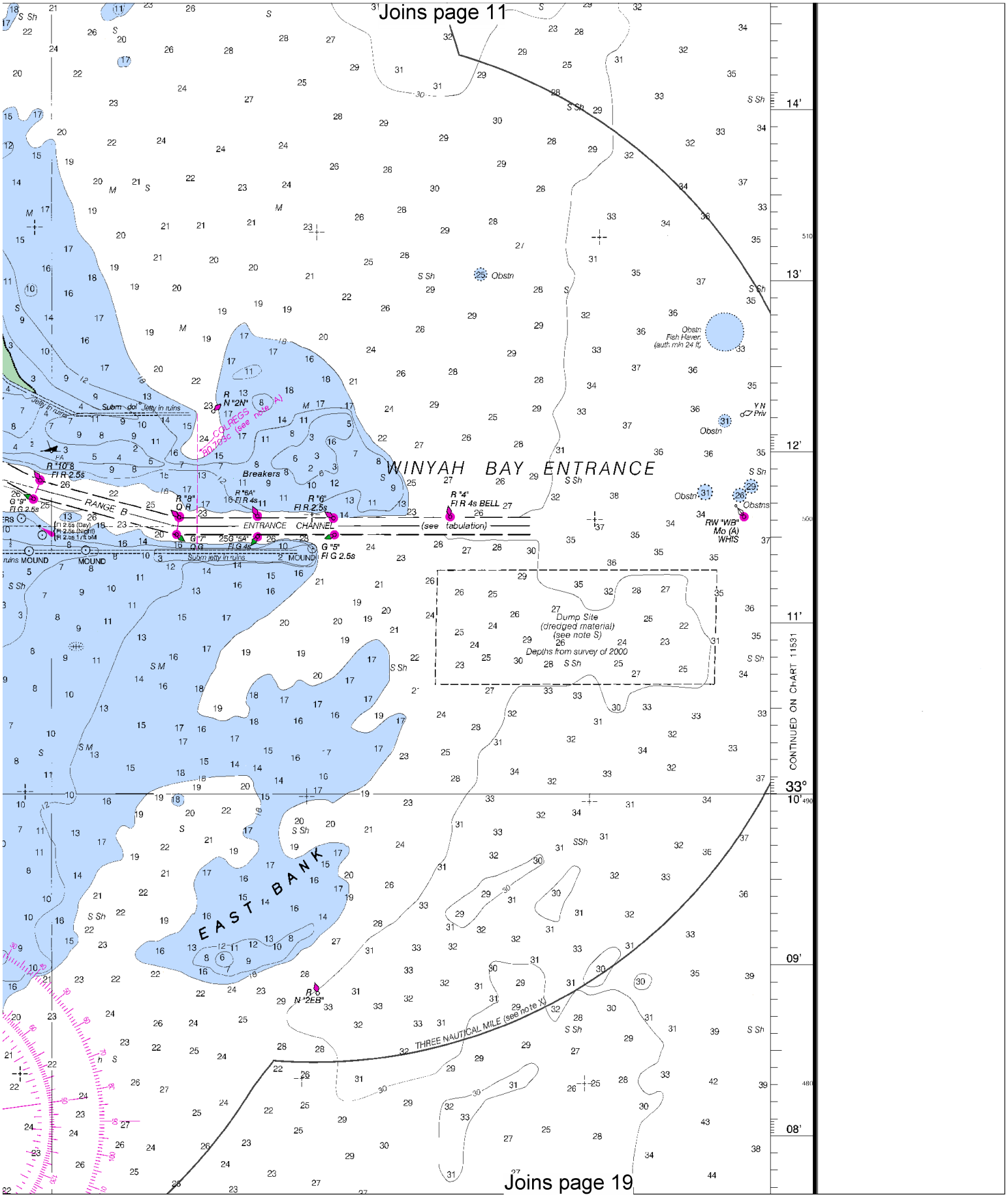


North

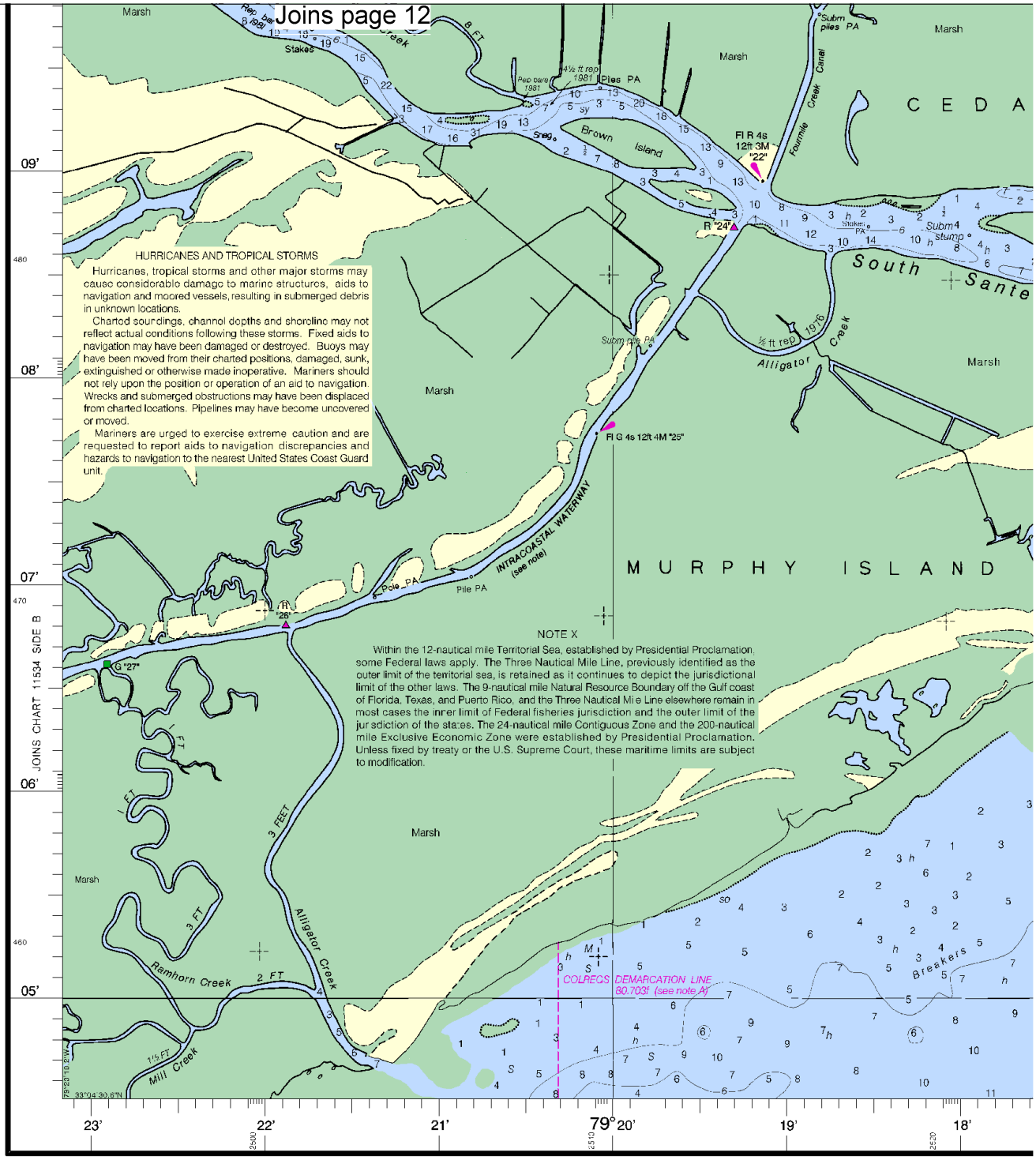
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 11
WINYAH BAY ENTRANCE
EAST BANK
RANGE B
ENTRANCE CHANNEL
(see tabulation)
Dump Site
(dredged material)
(see note S)
Depths from survey of 2000
Breakers
Obstn
Obstn
Fish Haven
(auth. min 24 ft)
Obstn
Obstns
Subm jetty in ruins
MOUND
THREE NAUTICAL MILE (see note Y)
CONTINUED ON CHART 11531
14'
13'
12'
11'
09'
08'
33°
10'
Joins page 19

Joins page 12



21st Ed., Jul./06 ■ Corrected through NM Jul. 08/06
Corrected through LNM Jun. 27/06

11532

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nautica charts noaa gov.

This nautical chart has been desig
Ocean Service encourages users to su
improving this chart to the Chief, Mar
Service, NOAA, Silver Spring, Maryla

North

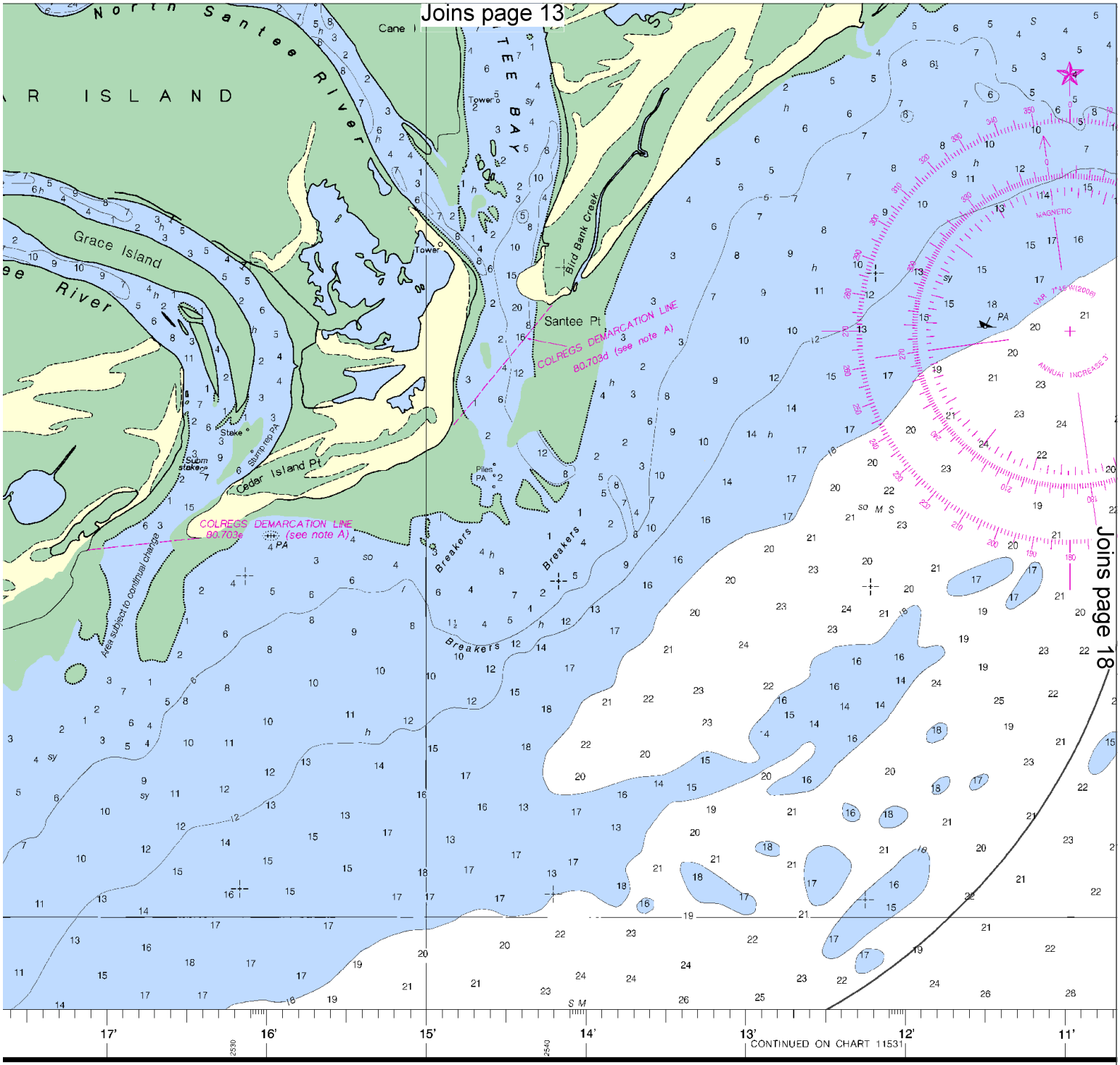
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 13



Joins page 18

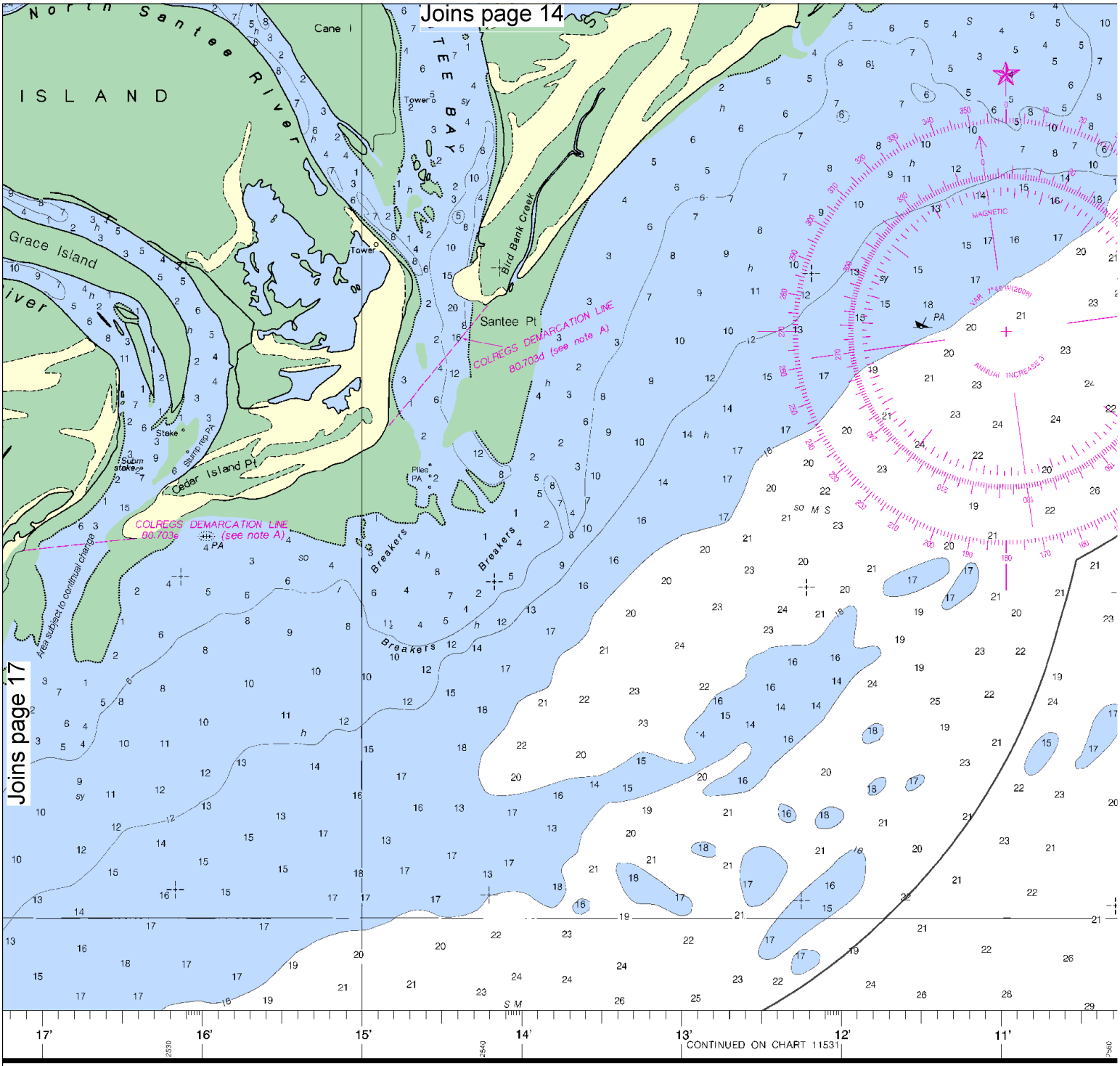
CONTINUED ON CHART 11531

signed to promote safe navigation. The National submit corrections, additions, or comments for Marine Chart Division (N/CS2), National Ocean land 20910-3282.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHO
FEET
METER



ote safe navigation. The National
ons, additions, or comments for
vision (N/CS2), National Ocean
82.

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1 2
FEET	6 12
METERS	1 2 3 4

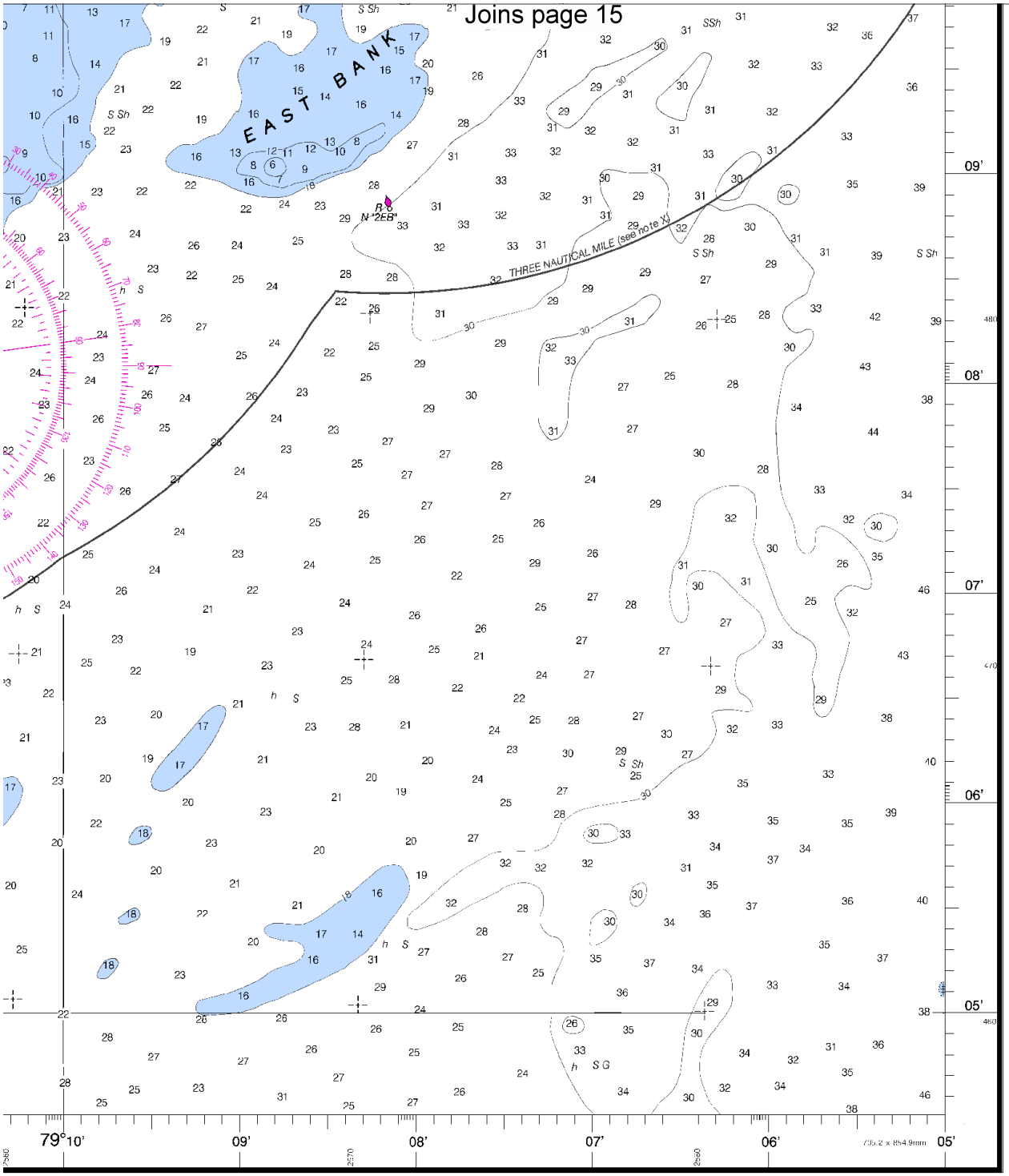
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Winyah Bay

SOUNDINGS IN FEET - SCALE 1:40,000

11532

ED. NO. 21

NSN 7642014010276 NGA REFERENCE NO. 11XHA11532

11532
Kapp 212

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Georgetown – 843-546-2052/2321/2742
Coast Guard Atlantic Area Cmd – 757-398-6390
SC Dept. of Natural Resources – 800-922-5431

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.